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built by private enterprise, and the counties doubtless did something, but of this no account is given, the study being confined to state undertakings. The larger part of the volume is concerned with details of legislation about individual roads traced with painstaking care from 1750 to 1850; for the period 1850 to 1911 only twelve pages are allowed. Possibly this is reserved for the second volume.

Miss Verhoeff has done a very careful and creditable piece of work, but it betrays at more than one point the inexperience of an amateur. A few such points are the following: round numbers are better used for approximations (p. 4); 1811 should read 1911 (p. 35); it seems unlikely that a sinking fund was used to "carry on public works" (p. 51); a curious use is made of quotation marks (p. 95 and elsewhere); "to" should read "with" (p. 98). There is no index; no chapter headings are given in the table of contents, though they occur in the text; the chapters are of very unequal length, ranging from 12 to 74 pages. From an antiquarian standpoint the book is admirable; but it lacks the firm grasp of a trained economist or historian. So much is promised in the title and subtitle, that the failure to live up to that promise is the more noticeable; although, as a second volume is evidently contemplated, possibly other economic phases of the transportation question may there be given. As a pioneer and careful piece of work in an unworked and difficult field, however, the study deserves commendation, and it is to be hoped that Miss Verhoeff will continue her researches. As a specimen of the printer's art the volume is highly creditable to the Filson Club, of whose publications it forms one of the best numbers.

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*Alexander Hamilton.* By WILLIAM S. CULBERTSON. John A. Porter Prize Essay, 1910. (New Haven: Yale University Press. 1911. Pp. xiii, 153. \$1.00.)

Nationalism is the key-note of this essay which seeks to show how every measure of the man tended to construct a nation. This is a truism, but the treatment of the subject has led the author into a new and somewhat neglected field of investigation—the Hamilton manuscripts. So intent were the editors of Hamilton's writings to lay stress on political features of his career that the

economic side was slighted, and it was enough to give the texts of his state papers. Dr. Culbertson compares the various forms of the well-known report on manufactures, and measures the influence of Adam Smith. He makes use of the material gathered by Hamilton when preparing his report, material giving interesting information on the condition and prospects of various industries in the different states. More could have been made of Hamilton's own venture into a manufacturing concern, unsuccessful as it proved in the issue. The limits of Hamilton's protective policy are defined, and they rest upon his nationalism. The "harmony of interests," so much pleaded by Carey and his followers, owed much to Hamilton, for he regarded antagonisms of interest within the nation as superficial and due to the inability of people to comprehend their welfare as a whole (p. 135). His home-market argument rested upon his plan of national independence, and politically it is above criticism. The financial measures and foreign policy of Hamilton do not offer the same opportunity for original research, but throughout the volume the author shows a breadth and candor that is refreshing; Loria, Rabbeno, List, and Sumner are quoted, and without bias. The essay is an attempt to apply Hamilton's policies to current social questions, and dogmatic assertions are not infrequent, such as: "Hamilton was in no way the prophet and champion of the capitalistic class; he was the prophet and champion of American Union." The study requires correction from the writings of such critics as Adams and Jefferson.

WORTHINGTON C. FORD.

*American Colonial Government, 1696-1765. A Study of the British Board of Trade in its Relation to the American Colonies, Political, Industrial, Administrative.* By OLIVER MERTON DICKERSON. (Cleveland: The Arthur H. Clark Company. 1912. Pp. 390. \$4.00.)

Dr. Dickerson has written a book of first importance for the study of American colonial history. It concerns an organ of the British system of colonial control that was fundamentally concerned with the welfare and development of the colonies, and was in its widest aspect in immediate charge of all matters of trade and commerce with which the British empire had to deal. Yet, despite its importance, no writer has hitherto attempted to investigate its work or to determine the measure of its influence. As far as any